



Voice of the Recycling Industry

Institute of
Scrap Recycling
Industries, Inc.

Suite 600
1615 L St. NW
Washington, DC 20036-5610

Tel. (202) 662-8500
Fax (202) 626-0900
www.isri.org

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Members of the Senate Committee on Transportation, Tourism, Forestry and Natural Resources
State Capitol
Madison, WI 53707

RE: SJR 45, Grandfathering Truck Size and Weight Limits on Hwy 41 Upon Conversion to Interstate Status

Dear Chairman Holperin and Senate Transportation Committee Members:

Good Morning. My name is David Borsuk and I am employed by Sadoff & Rudoy Industries of Fond du Lac. I am here this morning in my capacity as Legislative Co-Chair of the Wisconsin Institute of Scrap Recycling Industries. We represent 21 active scrap processor members and an additional 19 branch and associate members. We have come here today to support Senate Joint Resolution 45 to grandfather preexisting highway weight limits upon the designation of USH 41 as part of the Interstate Highway System.

USH 41 is the backbone of the transportation corridor serving industry from Milwaukee to Green Bay. While the scrap processing industry is a beneficiary of the existing heavy weight permits, it must be pointed out that the Wisconsin metal working, steel mill, and foundry industries directly benefit from this exemption through lower freight rates for the material that they generate and consume. Without the extension of the heavy weight exemption, 50% more trucks would be needed to transport charge materials to Wisconsin steel mills and foundries. Additionally, a significant number of trucks would be required to pick up scrap at the metal working generators.

If the current truck size and weight limits are not grandfathered onto the newly designated interstate, some commercial truck traffic could be forced onto state numbered highways and local roads. Diverting larger loads from Hwy 41 onto two-lane roadways jeopardizes motorist safety and may force heavier traffic into the downtown business districts of many communities. Hwy 41 is simply better equipped to facilitate the safe and smooth flow of truck traffic.

It is important to note that Congress previously granted Wisconsin's request to grandfather the size and weight limits on I 39 from Portage to Wausau after its designation as part of the interstate system. The resolution before you today is a necessary first-step to grandfather existing truck size and weight limits onto Hwy 41. This resolution simply states the desire of the Wisconsin Legislature to grandfather the existing truck size and weight limits for Hwy 41 upon its conversion to Interstate status. The ultimate decision will rest with the United States Congress.

Thank you for this opportunity to address you this morning. The Wisconsin Institute of Scrap Recycling Industries understands that we are stewards of our transportation system. We have participated in the WIDOT heavyweight and over length study group and have consistently maintained that we have a responsibility to be good corporate citizens.

David J. Borsuk

WISCONSIN CHAPTER

Tom Knippel, President (920) 921-2070
Sadoff Iron & Metal Co. fax (920) 921-1283
knippelt@sadoff.com

David Arnstein, Vice-President (414) 444-8059
United Milwaukee Scrap fax (414) 444-8097
darnstein@umswi.com

Joe Kovacich, Treasurer (414) 290-6502
Miller Compressing fax (414) 671-2529
jkovacich@millercompressing.com

Richard Roth, Secretary (920) 261-4920
Loeb Lorman fax (920) 261-0056
richard@loebhorman.com